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## BIRTH.

KENT.—On November 25th, at Tanglin  
Barracks, Singapore, to Mrs. G. H.  
KENT, a daughter.

## DEATH.

BROTHERTON HARKER.—At "Hartley,"  
No. 7, Babinington Path, on the 4th  
December, BERNARD BROTHERTON  
HARKER, aged 51.—Deeply mourned.  
[1404]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, DECEMBER 8th, 1913.

RECENT declarations of policy by the  
Government at Peking have laid much  
stress upon the desirability of developing  
the mineral wealth of China, and with the  
object of promoting this development the  
Mining Regulations of the country have  
been revised by the Ministry for the  
Interior. In so far as taxation on the  
output of mines is concerned, the new  
regulations appear to be a considerable  
improvement on the existing regulations  
and are likely, no doubt, to give a flip to  
native industry and enterprise. But the  
revised regulations appear to be a long  
way yet short of those contemplated by  
Article IX. of the Mackay Treaty of 1903,  
which reads as follows:—

The Chinese Government, recognizing that  
it is advantageous for the country to develop  
its mineral resources and that it is desirable  
to attract foreign as well as Chinese  
capital to embark in mining enterprises,  
agree within one year from the signing of  
this treaty to initiate and conclude the  
revision of the existing Mining Regulations.  
China will, with all expedition and earnest-  
ness, go into the whole question of Mining  
Rules and selecting from the Rules of Great  
Britain, India and other countries, regula-  
tions which seem applicable to the condition  
of China, she will recast her present Mining

Rules in such a way as, while promoting the  
interests of Chinese subjects and not injur-  
ing in any way the sovereign rights of  
China, shall offer no impediment to the  
attraction of foreign capital, or place  
foreign capitalists at a greater dis-  
advantage than they would be under  
generally accepted foreign regulations.  
Any mining concession granted after the  
publication of these new Rules shall be  
subject to their provisions.

No attempt was made to revise the  
Mining Regulations within the time  
limit set by the Treaty. Four years later,  
however, revised regulations were issued  
and received the Imperial sanction, but  
they were of such an illiberal character  
where they sought to control foreign  
investments in mining enterprises that no  
Foreign Government could be expected to  
accept them as satisfactory. So far from  
attracting foreign capital, which the  
Government professed to regard as  
desirable, these regulations did in fact  
offer a serious impediment to the attrac-  
tion of foreign capital for the promise  
in the Treaty notwithstanding, they  
placed foreign capitalists at a greater  
disadvantage than they would be  
under "generally accepted foreign  
regulations." The new draft regu-  
lations are no improvement in  
that respect, for they restrict foreign  
interests in any enterprise to forty per  
cent., and apparently make Chinese  
management essential. Under these con-  
ditions, very little foreign capital is  
likely to find its way into China for  
investment in mining enterprises if  
these draft rules secure the ap-  
proval of the Government. In the  
preamble of the revised regulations the  
inefficiency of Chinese management is  
very frankly admitted. "The Chinese,"  
according to one paragraph of the pre-  
amble, "have not yet been well educated  
in the knowledge of mining, and con-  
tinue to employ the old methods of work-  
ing which have been in vogue in China  
from ancient times. Consequently, many  
enterprises have proved unremunerative,  
and repeated failures have caused the  
people to hesitate about embarking on  
further enterprises of the kind. This is  
the great reason why the mineral wealth  
of this country has not yet been  
developed." Hence the Government  
under these regulations seeks to acquire  
the power to control the working of all  
the mining enterprises in the country by  
setting up Boards of Control consisting  
of Chinese who have been educated in  
mining science abroad. This kind of  
control is to endure until there are  
sufficient technical experts in the country  
to make Governmental direction of  
mining operations unnecessary. This may  
satisfy Chinese investors, but before  
much foreign capital is invested in  
mining enterprises in China, the Govern-  
ment will have to give the foreign investor  
a larger measure of control over his  
investments.

The Rev. D. B. Reynolds will conduct  
the meeting of the Hongkong Christian  
Union at St. Paul's College this after-  
noon, at 5.30 o'clock. The Committee of  
the Union meet at 4.30 p.m.

The Full Court of Hongkong will hold  
its next sitting on Monday, the 2nd  
day of February, 1914, at 10.30 a.m.,  
and not on the 12th day of January, 1914,  
as previously notified in the *Gazette*.

The financial statement of revenue and  
expenditure for the month of September,  
1913, shows that the balance of assets and  
liabilities on 31st August was  
\$2,693,950.52; and revenue from 1st to  
30th September, 1913, \$698,865.09—total,  
\$3,392,815.61. The expenditure from 1st  
to 30th September was \$68,210.95, leaving  
a balance of \$2,731,604.66.

Promoted by Captain Leopold  
McLaglen, the jiu-jitsu expert, an enjoy-  
able entertainment was given at the  
Theatre Royal on Saturday evening,  
before a fairly numerous audience. A  
demonstration of the art of jiu-jitsu was  
given by Captain McLaglen, assisted by  
members of the Hongkong Volunteer  
Corps and the Police, who have been  
practising the art under his tuition of  
late, and these proved highly interesting.  
An exhibition of Japanese fencing was  
one of the most popular, and certainly  
the most amusing, features of the pro-  
gramme. Miss Annie Abbott, described  
as "The Little Georgian Magnet," also  
contributed to the evening's amusement.

The *Gazette* publishes the following  
returns of the average amount of bank  
notes in circulation and of specie in  
reserve in Hongkong during the month  
ended 30th November, as certified by the  
managers of the respective banks:—

Banks.	Average amount.	Specie in reserve.
Chartered Bank of India, Australia and China	\$ 5,817,368	\$ 2,000,000*
Hongkong and Shanghai Banking Corporation	17,733,683	15,000,000
Mercantile Bank of India, Ltd.	778,743	450,000*
Total	\$24,329,794	\$17,450,000

\* Sterling securities lodged with the  
Crown agents in London for the equivalent  
of \$1,686,666.

† Securities with Crown agents \$68,340.

## TELEGRAM.

[THROUGH REUTER'S AGENCY.]

## THE HOME RULE CRISIS.

MR. ASQUITH'S CONCILIATORY ATTITUDE.

LONDON, December 7th.

Mr. Asquith, speaking at Manchester, denied that in his speech at Leech he withdrew anything which he said at a bank. He would never close the door to reasonable and honourable peace. He had searched vainly for a suggestion from the Opposition which might lead to a possible settlement, until the recent speech by Sir Edward Carson, when the latter said there could be no settlement humiliating and degrading Ulster. Mr. Asquith was sure that Sir Edward Carson would agree that that must apply to all sections in Ireland. Sir Edward Carson objected to the treatment of Ireland differently to any other part of the Kingdom. He (the Premier) supposed he referred to Home Rule all-round. In the case of Ireland was urgent and it came first. He also agreed with Sir Edward Carson's stipulations that there must be nothing leading to the ultimate separation of Ireland, and that the effective authority of the Imperial Parliament must be retained supreme and unquestionable. The peculiar conditions in Ireland made the application of a cast-iron system of Home Rule in different parts of the United Kingdom impossible; but he would consider with an open mind objections to anything in the Bill which was regarded as having a separatist or anti-federal tendency. He hoped that free and frank discussion on the lines laid down at Ladybank, and on the lines indicated by Sir Edward Carson, would lead to a settlement commanding the consent and goodwill of all concerned. He agreed with Sir Edward Carson that the case of the minority must be considered carefully and sympathetically, but equally they must keep in mind the case of the majority. Those were the guiding considerations which should influence statesmen in the present crisis.

## THE IMPORT OF ARMS INTO ULSTER.

The *Gazette* contains a Proclamation by the King prohibiting the importation into Ireland of arms and ammunition or the component parts thereof, such as empty cartridge cases, explosives, or combustibles suitable for warlike purposes, unless the Customs are satisfied they are for sporting, mining, or other unwarlike purposes. A second Proclamation prohibits the carriage along the coast of the same articles with the same reservations.

## "A BELATED PROCLAMATION."

The Unionist papers, which are giving great prominence to the Ulster question, say that the Government's Proclamation is belated, as there are over 80,000 rifles and millions of rounds of ammunition already in Ulster. It is declared that there will be more fun in gun-running.

It is now stated that the Privy Council, at which the Proclamation was framed, was held in exceptional secrecy at Sandringham on the 4th inst. According to a Court Circular, Prince Arthur of Connaught, Lord Morley, Lord Stamfordham, and Sir W. H. P. Carrington were present.

## SEIZURE OF ARMS.

DUBLIN, December 7th.  
Two boxes of arms were seized by the police on arrival of a steamer at Kingstown. After enquires for the owner, who is a dealer in firearms, they were allowed to remain.

A later message says that the Customs at Belfast have seized 99 cases of ammunition and nine cases of rifles.

The Customs staffs at the Irish ports have been reinforced from England.

## "AN UNARMED PEOPLE."

LONDON, December 7th.  
Sir Edward Carson, speaking at Nottingham, ridiculed the Proclamation prohibiting the importation of arms, and said he was confident that the English people would not countenance firing at an unarmed people. He asked the Government to put the proposals regarding Ulster in writing.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE "EMPRESS OF RUSSIA'S" BIG CARGO.

VANCOUVER (B.C.), December 7th.

The Canadian Pacific str. *Empress of Russia* sailed yesterday with an unusually large cargo for the Far East, including 1,100 tons of wheat and 1,000 tons of flour.

## RAILWAY STRIKE SETTLED.

LONDON, December 6th.

The Great Western Railway strike has been settled.

The terms of settlement of the strike in South Wales were the dismissal of the two engine-drivers causing the strike. All the strikers immediately resume work, and will pay the Swindon Hospital a fine of five shillings to half-a-crown each.

Mr. James Thomas, M.P., the Secretary of the Railwaymen's Union, commends the loyalty of the men, and points out that the present instance justifies all that he had ever said against sympathetic strikes.

## NEW ZEALAND AND STRIKES.

IMPORTANT LEGISLATION.

WELLINGTON (N.Z.), December 7th.

Both Houses of Parliament have passed a Bill to repress strike offences. It is intended to punish those attempting to interfere with people desiring work.

## AFFAIRS IN MEXICO.

A FEDERAL COLONEL'S REMARKABLE ESCAPE.

LONDON, December 6th.

The Federal Colonel Barbosa has reached Mexico City. He was one of the 19 officers who were shot at Villa after the capture of Torreon. Colonel Barbosa was shot in the breast, and on recovering consciousness crawled to a hiding place while the enemy were feasting.

## BRITAIN'S TRADE.

LONDON, December 7th.

The trade returns for November show that there was a decrease in imports of £2,514,353, and an increase in exports of £1,397,801.

Imports of cotton show a decrease of £1,042,500.

## THE PREMIER ON FREE TRADE.

LONDON, December 7th.

Mr. Asquith, speaking at Oldham, said that although the Free Trade system had been free from menace since the accession of the Liberals to power, it would be a mistake to suppose that the subject could be ignored. He warned his hearers that it was as certain as night follows day that the taxation of foreign manufactures would be followed by the taxation of food. Dealing with the question of armaments, he declared that the best hope for a reduction lay in the direction of concerted pressure by the civilised peoples upon those responsible.

## THE ALSATIAN SCANDAL.

THE KAISER ORDERS A COURT OF ENQUIRY.

DONAUESCHINGEN, December 6th.

The Kaiser has ordered the garrison at the town of Zabern, which was the seat of the recent trouble in Alsace, to go to manoeuvres till further orders, and also that a Military Court of Enquiry be held to investigate the affair without delay.

BERLIN, December 6th.

The Kaiser's decision regarding the regiment at Zabern has been animatedly discussed in the Lobbies of the Reichstag. The Alsatian deputies decline to regard the transfer of the regiment as adequate amends, and insist upon the punishment of the offending officers. They declare that the removal really penalises the town, which is thus deprived of considerable revenue.

## THE FRENCH POLITICAL CRISIS.

LONDON, December 7th.

M.M. Ribot and Dupuy vainly endeavoured to form a Cabinet, a group of Radicals, headed by M. Caillaux, refusing to co-operate.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE POSTAL OFFICIALS' DEMANDS.

LONDON, December 7th.

The delegates at Leicester, representing 22,000 postal officials, resolved to push forward their claim for a general 15 per cent. increase, which Mr. Samuel rejected on receiving a deputation on the 20th ult. A resolution was also passed in favour of calling a General Postal Congress.

## MORE WANTON DESTRUCTION BY SUFFRAGETTES.

LONDON, December 6th.

Kelly House, Skelmorlie, has been gutted by Suffragettes. The damage is estimated at £25,000.

Suffragettes also gutted Rusholme Hall, Manchester, doing damage to the extent of £12,000.

An attempt to fire Aintree grand-stand was frustrated.

Suffragettes also set fire to the scenic railway at the Liverpool Exhibition, causing considerable damage.

## SUFFRAGETTE LEADER'S NEW RUSE.

LONDON, December 6th.

Mrs. Pankhurst is now "thirst" striking.

## MUSIC-HALL ARTIST'S DEATH.

LONDON, December 7th.

The death is announced of Mr. Alce Hurley, the well-known music-hall artist, from pneumonia.

## FATAL ACCIDENT AT WOOSUNG.

YOUNG EUROPEAN KILLED.

A distressing gun accident, resulting in the death of a young man, occurred last Sunday morning at Woosung. The unfortunate victim, J. Sullivan, who was only eighteen years of age, left Shanghai with two friends by an early train for Woosung with the object of enjoying a day's shooting. On arriving at Woosung they took a boat and crossed the water towards Bush Island, where they hoped to find wild duck. One of the three young men was carrying a double-barrelled gun, one barrel of which fired shot and the other bullets, and this weapon was the medium of the unfortunate accident which occurred about 10 o'clock.

The guns were loaded, and the three youngsters were lying low in the boat with the barrels of their rifles pointed over the side. The sudden lurching of the boat, or some other cause, put one of the party off his balance and the point of his gun swerved directly towards Sullivan. At the same moment, the trigger snapped and Sullivan was shot in the side. The injury was mortal, and apparently death took place almost immediately. A scene of great distress followed, and every sympathy will be felt for the youth whose gun was accidentally discharged. The boat was taken with all speed to the German cruiser *Scharnhorst*, and the ship's doctor came off to render assistance, but was only able to pronounce life extinct.

The River Police were telephoned to and Inspector Mellows made arrangements for conveying the body to the mortuary, to await an inquest.—*N.Y. Daily Sun*.

## SERIOUS COLLISION AT WOOSUNG.

JAPANESE STEAMER BEACHED.

The account given by the *N.Y. Daily News* of the collision at Woosung early last Monday morning between the H.A.L.S. *Segovia* (3,181 tons), outward bound for Hamburg, and the Japanese str. *Hokushi Maru*, inward bound from Japan with a cargo of coal, is as follows:—

It appears that the *Segovia* went down river on Sunday evening, but had to anchor at Woosung on account of thick weather. During the night, the *Hokushi Maru* arrived from Japan and dropped anchor close to the *Segovia*. On Monday morning, when the *Segovia* was getting up anchor, preparatory to leaving for the South, the strength of the tide carried her on to the bows of the *Hokushi Maru*. The latter's bows were badly crumpled and several plates were started both above and below the water line. Water came into the forehold so quickly that it was found necessary to heave up anchor and beach the vessel in shallow water.

The *Segovia* suffered some damage amidships on the starboard side, but was able to proceed on her voyage. The *Hokushi Maru* will have to undergo temporary repairs at Woosung and it will probably be necessary to discharge her cargo into lighters before she can be brought up to Shanghai.

## CANADIAN FLOUR FOR CHINA.

A circular issued by the Canadian Agency, Ltd., states that the Ogilvie Flour Mills Company, Limited, which started grinding in its new mill at Medicine Hat, Canada, on July 26th, has found it necessary to put on another shift of men, and the mill is now running at the full initial capacity of 2,000 barrels every 24 hours. This mill has large orders on hand for the Orient. A shipment of 7,500 sacks, sent out a short time ago, is being followed by another of 15,000 sacks, the first car of the latter order having been shipped in early November to Hongkong.

## HONGKONG'S WATER-FAMILIES.

[ANOTHER IMPRESSION BY A GRIFFIN.]

Hongkong has few attractions which last: those whose own peculiar charms always beckon and never bore. Natural beauty spots are dotted here and there, but they have to be searched for. Even then they are only the favoured haunt of æsthetic and imaginative beings: and when an island's life depends upon commercial success which is almost all in the lap of the sea, little room can be found for those who find pleasure and recreation in the solitude of natural valleys or prettily wooded open spaces, and all those isolated nature-gems which have escaped the devastating influence of commercial enterprise.

You have to hold somewhat aloof from Hongkong to really appreciate it. Seen from the sea the island makes a direct appeal to the searcher for solitude and all its enlightening influences. When the sun sinks through a haze of gold forming wonderful silhouettes of the Peak and its family of peaks, and the deep purple of the night calls for artificial light, it resembles the ideal dream-land of the lurid fiction writer. The money mart and all things material and commercial are quite alien thoughts in such a scene of magic beauty. From the Peak itself the night-scene in the harbour is one which casts its spell. Will-o'-the-wisp lights gliding silently in and out among large dark shadows which themselves throw shimmering yellow gleams along the surface of the water: and the green and rich red reflections of the harbour lights add just that touch of colour sufficient to create an eerie and fascinating mirror:—

By a mirage uplifted, the land floats  
Vague in the ether,  
Ships and the shadows of ships hang  
In the motionless air.

The dawn dispels the charm, and the awakening leaves us with a city in the throes of colourless commerce.

I have just found one attraction to which I can always devote with pleasure; it may be within the hearing of the hum-drum of big dealing and sonorous hooters, yet you can wrap yourself up in your lighter observations and forget these for a while. Hongkong's water families can be made an interesting and amusing study, even though your soliloquies may be disturbed by frequent cries of "sampan." Those who are made dull and prosaic by their solidly commercial environment have only to step aside for once and watch these happy people, and they are bound to develop a peculiar envy. Ideals and aspirations apart—such elusive things do not concern them—the sampan people are the most light-hearted and happy beings I have met. Happily ignorant of business responsibilities and perplexing domestic matters, and whose intelligence never leads them to a struggle with national problems or a new fashion of philosophical thought, their existence is one long undisturbed happy-go-lucky jogging along. If the parents and the family in general—for the youngsters are found a position in the motley crew so soon as they can walk—are not engaged in rowing and singing a fare across the water, they may be found all laughingly contented with themselves, and finding absolute enjoyment from amusement which their own primitive brains have devised. Or the impish youngsters are skipping about the boat unaware of danger, and the mothers never seem nervous as to their welfare when child-games are strenuously played upon almost any part of the frail-looking craft, or on the most extreme edge of the Praya.

During these always novel proceedings the mother is either occupied with the arrangement of a haphazard menu or endeavouring to renew an oft-time renewed patchwork garment. And all the while she croons some weird Chinese lullaby, and paterfamilias is either pottering about or finding the sleepy solace afforded by "my Lady Nicotine." This is all they need, along with a by no means abnormal banking account (1) to make them a happy and contented family—they cannot help being healthy. Are they fortunate? And they rise and retire with the sun, and are lulled to sleep by the gentle rise and fall of the waters. At the hour when we Europeans are airing ourselves and aiding the digestive faculties along the Praya, the water families are oblivious of everything. Sometimes, if you are fortunate enough, you can catch a glimpse of a charming picture: children sleeping gently in each others' arms, looking wonderfully transformed in the halo of velvet and silver. Infrequently I have heard quite a sweet voice proceeding from the shadow of the sampan's canvas archway, and that added another charm to this night-scene. And looking once more upon the harbour from the Peak's summit we must envy them again, that they sleep in such a fairy setting.

C.R.



## RANDOM REFLECTIONS.

In view of the number of weddings taking place this season, it is not inappropriate to notice the growing rage in China for marriage "according to the modern fashion," which includes an exchange of wedding rings and the signing of the marriage certificate. It is also becoming the vogue to report these events in the newspapers. Recently in Peking a member of the House of Representatives was married to the daughter of another member, and an extract from a report of the event appearing in the *Peking Daily News*, a newspaper run by Chinese, is worthy of a place in this column:—

The wedding ceremony began at 10 o'clock in the morning and ended at 3 o'clock in the afternoon. The greater part of the time was occupied by the delivery of interesting speeches. The first speaker was Mr. Wang Kuoyu. Mr. Wang began his speech by explaining the relation of marriage with the growth of the nation, and saying that as the betrothal of Mr. Chang and Miss Chia was on the day of national anniversary, October 10th, and their wedding took place on the day (Monday) on which the Martial Law was just repealed, there is an unalloyed blessing for the wedded pair in the future. Mr. Wang concluded by saying that historically men were inferior to women and he substantiated his allegation by citing a verse from the famous classic *Shichien*. Before the conclusion of Mr. Wang's speech, all the guests gave him a great cheer to congratulate him on the success of his speech. After Mr. Wang, Mr. Chen Poh-yung surprised the audience by another speech which was begun with a ludicrous remark. He said that he was unfortunate in being born a man. He was accorded a great cheer from all corners of the hall. Mr. Chen concluded his speech by saying, "I wish the flower always fresh, the moon always full, the human being everlastingly happy." A photograph was taken to commemorate the successful occasion.

The report is headed "Interesting speeches." They are!

Glancing casually through an English football "special" the other evening I discovered an absolutely libellous effusion on that now defunct institution, the Chinaman's pigtail—i.e., defunct so far as South China is concerned. When football writers have flights of imagination, with all due respect to "Green and White," all sorts of things happen, and Jules Verne is placed in the shadow. This particular dispenser of football flatulence had evidently gone into ecstasies over the fact that the dearly beloved "F.A." is about to celebrate its jubilee, and after relieving his feelings with vaporous endeavours to connect football with dreamland and things fairly-like, he rushes on madly, his pen white-hot with unbridled imagination:—"Now it is the recreation of the wide, wide (hear in mind that the world is wide) world; the Chinaman has cut off his pigtail and sold the one-time sacred plait to buy a football."

That pause has been utilised out of sympathy for the reader; to allow him to recover from the effects of that thunderbolt knock-out. But to be serious; are we wrong after all? Has this obscure yet fiery football journalist, in the seclusion of a Fleet Street sanctum, gazed into the crystal and laid bare a great delusion? We have been led to expect such things from persons who issue revised forms of revelations from a webby office in the heart of the newspaperman's Mecca, but this is astounding. The Chinaman "sold his one-time sacred plait to buy a football."

Now we know the reason why. To his "tail" he said "good-bye." But out here we do know the real reason why the plait was removed; and that football writer is just a little wide of the mark.

"I've been had again!" Visitors and newly-arrived residents in Hongkong frequently remark in this wise after transactions with a money-changer, and they discover that they have been "had" when it is too late to harangue with their financial fetish. One of the unwary ones has come forward with a by no means revolutionary suggestion. "Why," he asks, "should not these money-changers be compelled to exhibit on the counter or in an equally prominent position the daily rates of exchange?" And I repeat—Why not?

But the Chinese money-changer is not the only man of that ilk against whom the man-in-the-street inveighs. I have frequently been asked how it is that the Post Office charges rates for money orders so much higher than the Banks charge for demand drafts. But these things are past finding out. What makes the matter still worse, where postal orders are concerned, is that a purchaser has frequently to take more of them to make up an amount than he would need to do at any Post Office at home. As an instance, a customer who wanted postal orders for 27/6 the other day told me that he had to take four postal orders whereas it ought to have been possible for the Post Office to make up that sum in two—one for 21 and the other for 7/6. Much of the postal order business is done with the poorest section of the population, and they ought not to be penalised in this way.

RODERICK RANDOM.

## WEDDINGS IN HONGKONG.

## GARIBALDI-GALLUZZI.

The marriage of Mr. Menotti Garibaldi to Miss Renata Maddalena Galluzzi, daughter of Mr. and Mrs. Galluzzi, of Hongkong, which took place on Saturday morning, was a notable one for two reasons—firstly, because it was the first occasion on which an Italian lady had been married in the Consulate in Hongkong, and, secondly, because the bridegroom, who is a civil engineer on the Chinese section of the Canton-Kowloon railway, is the grandson of the patriot whose name has been indelibly written in the history of Italy. The civil ceremony was first performed at the Consulate by Chevalier Z. Volpicelli, the Consul-General for Italy; and the religious ceremony took place afterwards in St. Joseph's Church, Père Augustine conducting the service in the English language.

The bride, who was given away by her father, was attired in a handsome gown of white crepe, with pointed lace and draped white velvet sash, and also wore a lace veil. She was attended by two little bridesmaids, one the daughter of the Consul-General for the Netherlands and Mrs. de Reus; the other the little daughter of M. and Madame Berindoague. Mr. Ernest Hall of Canton, attended the bridegroom as best man.

After the service at the Church, which was attended by many friends, a reception was held at the residence of the bride's parents, "Dartmoor," Conduit Road, where the usual toasts were duly honoured and the bridal party felicitated upon the happy event. In proposing the health of the Bride and Bridegroom, Chevalier Volpicelli, the Consul-General for Italy, repeated in English the interesting address he had made in Italian at the wedding ceremony at the Consulate, which was one we need offer no excuse for reproducing in *extenso*. He said:—

"The ceremony just performed has been for me a very impressive one. The bride is the first Italian lady married in this Consulate, and I have known her from childhood. The bridegroom recalls the earliest reminiscences of my infancy. My earliest recollections are those of his grandfather, the glorious Liberator of Southern Italy. When I could hardly pronounce the words, I tried to sing the stirring Garibaldian hymn, which was shouted all day in the streets, and the memory of the famous red shirt is still fresh in my mind. It is a great joy for me to have been able, towards the end of my career, to unite for life the grandson of the hero of my childhood to the woman he has chosen.

"The interest which I take in you, and my age, allow me to give you a few words of advice. The new life which opens up before you I trust will be full of happiness, but you cannot escape some of the trials inevitable in all lives. This warning I address especially to the bride. Her devoted parents have sacrificed everything to the welfare of their children, leaving to them the roses of life and keeping for themselves the thorns, even concealing them, and the bride in her youth and inexperience ignores their existence, but they are there and they prick. But it does not matter, the trials of life form our character and strengthen it. She will remember that trials drew her parents together, and in the new home she is going to form she will bring the Christian virtues of her family. For her husband and the children that may come, she will be what her mother was for her father, her brothers and herself.

The bridegroom has received my advice, in word and in deed, for many years, I will therefore only remind him that the heritage of a great name, in the present times, only entails heavy responsibilities and confers slight benefits. He has to maintain the traditions of his family. Their deeds belong to history, and from its pages I will quote a few instances. His grandfather gave another kingdom to his King, and asked for nothing; would not accept anything, but retired to live as a farmer on the Island of Caprera, which now has become the Mecca of Italian patriotism. On two occasions, in 1849 and 1867, at Rome and Mentana, the French prevented Garibaldi from realising the object of his life, the dream of Italian history, the possession of Rome, but when France was in distress, Garibaldi and his son (your father) forgot and forgave everything, and they and the Red Shirts went to her assistance. They were the only friends in her distress, like Farinata degli Uberti. They went, they conquered at Dijon, and captured a Prussian flag, which Garibaldi in his usual chivalrous way returned to the Prussians. Your father shed his blood for the country that had used the Red Shirts as targets to try their first breech-loading rifles. This heroic act of Christian forgiveness is unparalleled in history. I am glad that

in one of the bridesmaids, this sweet child, Madeleine Berindoague, we have a representative of the country for which your father fought. Of course it may not be granted to you to act on the stage of history like your grandfather and father the Knight-errants of democracy the samurai of the West, but there is room for heroism in all walks of life. Remember, your grandmother, Annita, dying in the Apennines as she accompanied her heroic husband in his flight; remember your mother always at the side of your father.

"These instances of grandeur and nobility of soul are more precious than the millions which your grandfather scorned to ask or accept. It is your duty to keep up the glorious traditions of your family. From what I have seen of you I think you will do so.

"It is also the duty of the bride to assist and encourage her husband in this task. I expect you to do so.

"As I have told you, amidst your happiness you may have trials, but your love will draw you closer together. But remember that the law of love is as inexorable as the law of duty—the categorical imperative of Kant. Life must not be regulated on a commercial system of double entry, the kind words and deeds of the one having to be balanced by an equal number from the other. Love must be ready to forget and forgive everything; love is its own reward. With time you will draw so close to each other that you may forget you are two beings, and you must be ready to forgive the apparent neglect which may ensue. Always trust each other, never let anything get between you. In your own hearts you will find the solution of every difficulty. Remember that the heart of woman is worth all the wit of man. I have a very bad memory for verses, but a few lines read more than twenty years ago are very appropriate to what I am saying. A cynic wrote in the album of a girl the following thought:—

"Pre-nuptial love is the too short preface of a long and tiresome book." The girl read the words, but was equal to the occasion, as she added beneath the verses of Ronsard:—

Il n'y a pas d'union qui n'ait ses mauvais jours,  
Mais lorsque on s'est aimé, on s'en souvient toujours,  
Et ces doux souvenirs font le cœur accumuler,  
Survivant à l'amour comme un long crepuscule.

transformed; its passion may diminish, but it will gain in deep affection the long twilight promised by the poet I have just quoted. But it will be at the end of the long day of your happiness, of which the joy that fills your hearts—in this moment—is but the radiant dawn.

WARRENER-HOUNSON.

At St. John's Cathedral on Saturday Mr. William Henry Livesley Warrenner, of the Hongkong staff of Messrs. Jardine, Matheson & Co., and Miss Dorothy May Hounson, youngest daughter of Mr. and Mrs. H. Hounson, of Aldershot were united in the bonds of matrimony. The Rev. V. H. Copley Moyle, officiated at the ceremony, and the Cathedral organist (Mr. Denman Fuller) presided at the organ. The bride was given away by Mr. R. J. Wilton. She was attired in a cream serge costume, with white felt hat, and carried a shower-bouquet of cream tea roses and white chrysanthemums. Miss Agnes Campbell Lennox, Mr. Charles Woodhead was the best man. After the ceremony a large number of guests assembled at the Hongkong Hotel, where a reception was held.

CORMACK-SMITH.

The wedding took place at St. Andrew's Church, Kowloon, on Saturday, of Mr. George Cormack, of the Government Audit Office, Hongkong, and Miss Isabel Houghton Smith, daughter of Mr. Josiah Granville Smith. The Rev. C. N. Pope, chaplain of the Church, officiated. The bride, who was given away by Mr. H. Kennett, wore a gown of white lace, trimmed with pink chiffon roses, with hat to match. Miss Margaret Sloan, the bridesmaid, was attired in a gown of blue silk. The bride carried a bouquet of white chrysanthemums, and the bridesmaid one of pink roses. Mr. R. C. Benmont was best man. The reception was held at the residence of Mr. and Mrs. H. Kennett, 4, Knutsford Terrace, Kowloon.

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## CANTON NOTES.

## FROM OUR OWN CORRESPONDENT.]

## CANTON, December 6th.

## RECRUITS FROM YUNNAN.

Some time ago, Tutuh Lung dispatched several deputies to the Mengtze, Kook Ching and other prefectures in Yunnan to recruit sufficient men to form 13 regiments in order to strengthen the military force. Yesterday afternoon over a thousand of these recruited men arrived on a Hainan steamer. It is strange that, while reports are constantly being published about arrangements being made by the authorities to disband as many of the soldiers as practicable in order to reduce expenditure, recruiting still goes on.

## H.E. CHANG MING KAY.

The latest report of H.E. "Chang Ming Kay," Civil Administrator of Kungsi, is that he has been instructed by President Yuan to proceed to Wuchang to interview H.E. Li Yuan Hung to discuss various important political matters. He will afterwards come down to Canton to discuss with Tutuh Lung schemes for securing the peace of the Two Kiang provinces. He is expected to be here at the end of the month.

## OFFICIAL APPOINTMENTS.

The *Gazette* notifies the following appointments:—

Mr. S. B. B. McElderry to act as Assistant District Officer for the Southern District of the New Territories.

Mr. G. P. de Martin to act as an Inspector of Schools, during the absence of leave of Mr. E. Ralphs.

Sergeant P. Brazil to be a Sanitary Inspector for Aberdeen.

## GOLF CHAMPIONSHIP.

The final in the Golf Championship competition was played off yesterday at Ianling between McMurtrie and Jaspai Clark. An exciting game was followed by a crowd numbering about a hundred and fifty persons. The result was a win for Clark by 3 and 1.

## HONGKONG'S WATER SUPPLY.

The return showing the storage of water in the reservoirs of the Colony states that there were 601.72 million gallons in the city and hill district waterworks on the 1st inst., as compared with 328.37 on the corresponding date last year. The consumption during the month of November was 137.64 million gallons.

Estimated population of 255,019, compared with a consumption last year of 108.77 by an estimated population of 252,019. The average consumption per head per day was 17.9, the figure in 1912 being 14.3. On account of the shortage of water, street fountains were in course of erection during November, 1912, throughout the rider main districts, the services to the houses being cut off as the provision of fountains progressed. The supply was therefore partly by rider mains and partly by street fountains. There was a constant supply in all the districts this year up till the 3rd, and an intermittent supply by the rider mains, in the rider main districts, from the 4th November, 1912.

The storage in the Kowloon Waterworks is 0.1 above overflow, as compared with 9.8 below overflow in 1912. The consumption of water during the month was 32.75 million gallons by an estimated population of 93,650, as compared with a consumption of 26.02 by 91,850 last year. There are 333.37 million gallons in the reservoir, as compared with 250.24 millions on the corresponding date last year.

## ROYAL HONGKONG YACHT CLUB.

The following dates have been fixed for the races of the Handicap and One Design Classes:—

4th Club Race..... 20th December.

5th Club Race..... 10th January.

6th Club Race..... 31st January.

7th Club Race..... 14th February.

8th Club Race..... 28th February.

The courses on the 20th December are fixed as under:—

Handicap Class.—Course No. 14 Rock, about 1 mile S.W. of Kauichow Port, 14.9 miles.

One Design Class.—Green Island, Starboard.

## PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory

organs, especially WHOOPING COUGH, CATARRH OF

LARYNX, ACUTE AND CHRONIC BRONCHIAL

CATARRH, ASTHMA, &c., which has been recognised

unequally by the highest authorities. Also the AFFECTIONS

OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—

THE MEDICAL HALL.

HONGKONG.

## LEAGUE FOOTBALL.

## CLUB DRAW WITH LAST SEASON'S CHAMPIONS.

Well done, the Club! They put up a fine performance—a very fine performance, under the circumstances—in sharing the points with the Royal Engineers, and they deserved the enthusiastic showered upon them. This sign of unmistakable improvement was received with marked satisfaction and enthusiasm. The draw put the faithful followers of the club on better terms with themselves, and to judge by the optimistic tone of the players and officials after the match there appears to be further trouble ahead for prospective opponents of the "Lily Whites." Positivism, reproaches, and gloomy forebodings have been dispelled by hopes of sustained power, and to put it short and sweet, the Club will now meet their engagements with the knowledge that they can win if they will. The material is there, the makings of a good side, and the idea of the essential combination is being developed. Here's to the future successes which will come to the Club.

The eleven paraded in the following order:—C. G. Cope, M. L. Raiton and A. J. Stalker; R. E. Long, W. B. Ridden, and R. C. Brown; N. L. Raiton, J. Walker, C. Edgecombe, I. L. Goldenberg, and C. Wilkie.

Royal Engineers.—W. Rogers; H. Coxon and P. Morrish; H. Smith, A. Scott and A. Robinson; F. Lewis, J. Ferrigan, H. Horlop, B. Kelly, and A. Sutherland. Mr. F. W. Eager was the referee.

The Club lost the toss and faced a glaring sun, a great handicap for them. But they pressed and pressed, and Rogers soon had to display his abilities in the clearing business. This accomplished, the big kicking of Coxon and Morrish sent the ball and everyone to the opposite end, where Cope was in readiness for all and sundry.

His style compared favourably with that of Rogers; in fact, he was better in every way—handling, tipping the ball away, and making for safety—but he did not display the length of kick that the R.E. Captain possesses. His boot meets the leather a trifle too high to get the best results from his undoubtedly strong goal kicks, and many a time did the R.E. forwards become instantly dangerous. Horlop, in particular, through taking advantage of this, Scott worked hard in the centre, perhaps the wearing of a Royal Artillery shirt endowed him with special powers, and the same remark applied to Lewis, who also appeared as a study in black and white. These two men bore the brunt of the attack upon their shoulders but they could never quite get over Stalker. A. J. was absolutely great all through the piece, and as for the point earned goals largely to this brainy back. I for one would walk miles to see such an exhibition of purely defensive work.

His companion, Manning Raiton, was a plodder, getting there, it is true, but without any pretence at style. I should say that he would do better farther up the field, and if only Hamilton could turn out to partner Stalker, these two, with Cope under the bar, would make a first class defence. Had I any say in the selection of a left back for a representative match, I am quite clear who would be picked—that is, on

Stalker's form. Norman Raiton had rotten luck with a shot that nearly broke the goal post, and the play settled down for a long time within shooting distance of the R.E. goal. The following what must be regarded as a bit of the hardest possible luck for the Club. It was within the penalty area, and one of the Engineers deliberately pulled the ball down from about face high to clear away. Loud and immediate shouts of "penalty" came from all who could see the incident. The referee was not more than twenty yards away, but standing directly in line with the sun and what happened, and so—nothing happened! It was a great pity, for the Club were thus deprived of an almost certain goal. Added to this, the linesman could not fairly have been referred to for he was displaying his partisanship for the Engineers in no uncertain fashion, even to the extent of calling upon them to "Play up" and "Shoot R.E." It was cruel that their just reward should have been kept from them. But did they crowd round the referee and rave and storm? Or did their supporters run on the field and demand satisfaction? Not a bit of it! Play went on as if nothing had gone awry, and the writer's opinion of the players, the Club, and the civilian football spectators in the Colony has gone up a hundred fold.

Half-time came and went, and no goals accrued. It was midday play generally, with Cope and Rogers occasionally called upon. Goldenberg played grandly with Wilkie, and Edgecombe handed out some good opportunities to his wingers. Ridden kicked, perspired, and kicked again, never tiring and never so happy as when up against about twelve stone of military energy. Wilkie played his best game so far, and he kept cool. Long's rushes were a feature of the game. He made up his mind and something had to go. Occasionally it was himself, but the best of good spirits is his. Go it, the Club! The "Tamar" have to be met in a fortnight and it is even money on the field.

For the Engineers, all hands did equally well. I could not spot the passengers of the earlier games. Coxon was safer as the game progressed but Morrish was his support in everything. Taken all round it was the best game by far that the Hongkong Club have yet put up, and they have shown they can take their place with the other senior clubs in the Colony.

INO.

HONGKONG FOOTBALL ASSOCIATION.

The next monthly meeting of the Council will be held at Headquarters, R.F. Theatre, Queen's Road on Thursday next 11th December, at 5.30 p.m. sharp. Each club, &c., is entitled to send two delegates, and should do so.

HONGKONG ASSOCIATION FOOTBALL LEAGUE.

FIRST DIVISION.

The next fixture is for December 20th. H.M.S. Tamar v. H.K.F.C. on the Naval ground, at 4 p.m. sharp. Official Referee, Mr. W. Wright.

SC. &c.

[25]

## INTIMATIONS

## XMAS GOODS



## OUR CONFIDENCE JUSTIFIED.

—We undertake to refund the Cost of any Article if any of our Customers are not satisfied, as we know how excellent our Goods are. Such an offer could not be made if there was the slightest doubt about our Goods. All we ask is your inspection.

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## CALDBECK, MACGREGOR &amp; CO.

(ESTABLISHED 1864.)

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CHAMPAGNES.

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CLARETS.

BURGUNDIES.

HOCKS.

MOSELLES.

WHITE WINES.

&c. &c.









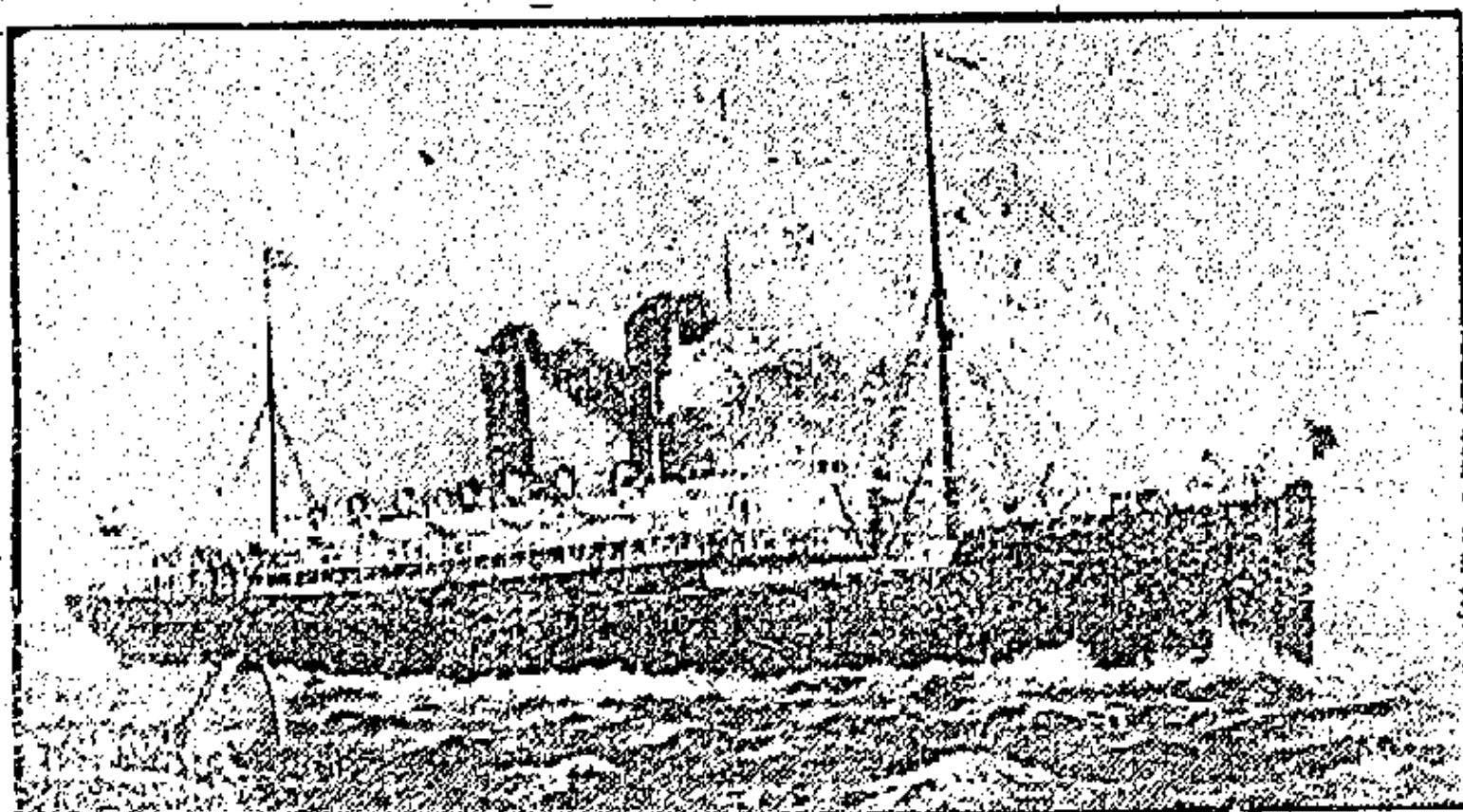










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THE AMERICAN LINE TO SAN FRANCISCO.

From HONGKONG calling at SHANGHAI or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK TO EUROPE.

**SOME FEATURES OF SERVICE.**

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.E. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing
KOREA	18,000	TUESDAY, 9th Dec., at 1 p.m.
SIBERIA	18,000	TUESDAY, 16th Dec., at 1 p.m.
CHINA	18,200	TUESDAY, 30th Dec., at Noon.
MANCHURIA	27,000	TUESDAY, 6th Jan., at 1 p.m.
NILE	11,000	SATURDAY, 10th Jan., at 9:45 a.m.
MONGOLIA	27,000	TUESDAY, 27th Jan., at 1 p.m.
PERSIA	9,000	SATURDAY, 7th Feb., at Noon

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

**HONGKONG-MANILA SERVICE.**

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
30th Dec. ... CHINA	1st Jan.	20th Dec.	CHINA	22nd Dec.
10th Jan. ... NILE	12th Jan.	26th Dec.	MANCHURIA	28th Dec.
7th Feb. ... PERSIA	9th Feb.	31st Dec.	NILE	2nd Jan.
		27th Jan.	PERSIA	23rd Jan.

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Panama-Pacific International Exposition—San Francisco—1915.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

**PROPOSED SAILINGS.**

From HONGKONG.	From COLOMBO
23rd December, 1913.	12th January, 1914.

**"GUJARAT"****ORIENTAL AFRICAN LINE.**

Regular Direct Service from HONGKONG, CANTON, STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAUMTUS if sufficient "document offers," and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

**PROPOSED SAILINGS:**

From Hongkong	Middle of February, 1914.
First Class Accommodation for Passengers.	

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**HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.**

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**HONGKONG-CANTON LINE.**HONGKONG TO CANTON. CANTON TO HONGKONG.  
MONDAY, 8th DEC., 1913.

8 a.m. HONAM. 8 a.m. KINSHAN.  
10 p.m. KINSHAN. 5 p.m. FATSHAN.

TUESDAY, 9th DEC., 1913.

8 a.m. HONAM. 8 a.m. KINSHAN.  
10 p.m. HONAM. 5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

**HONGKONG-MACAO LINE.**

S.S. HEUNGSHAN. S.S. SUI AN, Tons 1,651.

**HONGKONG TO MACAO**

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12:30 p.m. from the Company's Wing Lok Street Wharf.

**MACAO TO HONGKONG.**

Week days at 7:30 a.m. and 2 p.m. Sundays at 7:30 a.m. and 2 p.m.

**EXCURSION TO MACAO.**

SUNDAY, 14th DECEMBER, 1913.

The Company's New Steamship "TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7:30 a.m., and from Hongkong at 12:30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

**FARES:**

SALON Single \$3, Return \$5. 1st Class Single \$2, Return \$3. 2nd Class Single \$1, Return \$2. State rooms:—Saloon \$1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**

S.S. HOI-SANG, 45 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4:30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

**CANTON-WUCHOW LINE.**

S.S. SAI-NAM, 538 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8:30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

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**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

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THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

**SOUTH AMERICA LINE.**

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"PANAMA MARU"	J. Kanoo	WED'DAY, 10th Dec., at 1 p.m.
"SEATTLE MARU"	T. Saito	THURSDAY, 25th Dec., at p.m.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 7th Jan., at 1 p.m.
"CHICAGO MARU"	I. Goto	THURSDAY, 22nd Jan., at 1 p.m.
"CANADA MARU"	H. Yamamoto	
"TACOMA MARU"	T. Hamada	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA. Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

**JAPAN-BOMBAY LINE.**

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	K. Sakawa	WEDNESDAY, 10th Dec., a.m.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 26th Dec., 4 p.m.
"INDO MARU"	K. Komiya	

**CHINA AND FORMOSA LINE.**

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	WED'DAY, 17th Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 14th Dec., at 10 a.m.
"DAIGI MARU"	S. Tokushige	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	WED'DAY, 10th Dec., at 8 a.m.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Son Yip Wharf (near the Harbour Office, Praya Central).

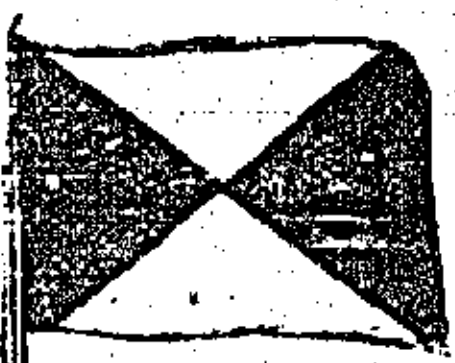
For FURTHER INFORMATION, apply to

**Z. KAMIYA,**

MANAGER,

Second Floor No. 1 Queen's Building.

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**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 12th Dec., 4 p.m.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 23rd Dec., 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NOBREDUISCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD. Competent Stewards Carried. Electric Light, Fans in every Cabin. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 8th December, 1913.

**PENINSULAR & ORIENTAL STEAM NAVIGATION CO.**

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS:

**MARSEILLES AND LONDON**

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamers	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamers from COLOMBO to	Due at MARSEILLES	Due at LONDON
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	RAI	KONG.	MARSEILLES and LONDON	LES	1 day later
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Saturday	Friday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

**FARE:**

The Fares to London and Marseilles are as follows:—

	Accommodation	Single	Return
1st Saloon "A"	£65.	£97.	£194.
2nd Saloon "A"	£44.	£66.	£132.

Marseilles to London:—

	Accommodation	Single	Return
1st Saloon "A"	£61.	£91.	£182.
2nd Saloon "A"	£42.	£63.	£126.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

**LONDON**

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave YAMA	Leave SHANGHAI	Leave HONGKONG	Leave STORE	Due at MARSEILLES	Due at LONDON
BORNEO	about Jan. 6	about Jan. 17	about Jan. 21	about Jan. 27	about Feb. 3	about Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 5	June 3	June 12
YAMU	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £50 Single: £75 Return.

2nd Saloon £35 Single: £52 Return.

FARES TO MARSEILLES:—

1st Saloon £46 Single.

2nd Saloon £33.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

**E. A. HEWETT,**

SUPERINTENDENT

**NIPPON YUSEN KAISHA**

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. Sekine,	12,500	{ WED'DAY, 17th Dec., at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA ... ..	ATSUTA MARU Capt. J. Nagano,	16,000	{ WED'DAY, 31st Dec., at D'light.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... ..	SADO MARU Capt. A. Sakawa,	12,500	{ TUESDAY, 16 Dec., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON ...	YOKOHAMA MARU Capt. Wada,	12,500	{ TUESDAY, 30th Dec., at Noon.
BOMBAY via SINGAPORE, and COLOMBO ... ..	KUMANO MARU Capt. M. Winkler,	9,300	{ WED'DAY, 17th Dec., at Noon.
KOBE and YOKOHAMA ... ..	TANGO MARU Capt. Yoshikawa,	13,500	{ WED'DAY, 14th Jan., at Noon.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Naguchi,	12,000	{ SATURDAY, 13 December.
NAGASAKI, KOBE & YOKOHAMA	COLOMBO MARU Capt. Kawashima,	12,500	{ MONDAY, 8 December.
SHANGHAI, KOBE and YOKOHAMA ... ..	MIYAZAKI MARU Capt. Soyeda,	16,000	{ THURSDAY, 18th Dec., at 11 A.M.
	PENANG MARU Capt. Murazumi,	12,300	{ WED'DAY, 17th December.
	TANGO MARU Capt. Yoshikawa,	13,500	{ WED'DAY, 17th Dec., at 11 A.M.
	TOSA MARU Capt. T. Sato,	12,000	{ TUESDAY, 9th December.

5 Fitted with New System of Wireless Telegraphy.

Carriage only.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, ROBT SAID, & MARSEILLES...	SUNDA ..... Capt. C. E. Irving, R.N.R.	10 A.M. 16th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, BORNEO AND YOKOHAMA	..... Capt. P. S. Rime, R.N.R.	About 14th Dec.	Freight and Passage.
SHANGHAI	HIMALAYA ..... Capt. H. G. Evans, R.N.R.	About 19th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA ..... Capt. W. E. Le Mare, R.N.R.	Noon, 20th Dec.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 8th December, 1913.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU AND ILOILO	"TEAN" ..... On 9th Dec., 4 P.M.	
SHANGHAI	"ANHUI" ..... On 11th Dec., 4 P.M.	
HAIPHONG	"SUNGKIANG" ..... On 12th Dec., 10 A.M.	
SHANGHAI & TSINGTAU	"CHENAN" ..... On 13th Dec., 4 P.M.	
SHANGHAI	"LUCHOW" ..... On 18th Dec., 4 P.M.	
SHANGHAI & TSINGTAU	"YINGCHOW" ..... On 20th Dec., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "CHINUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Amplest; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Hongkong, 8th December, 1913. TELEPHONE 35. AGENTS. [7]

## HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES,  
via STRAITS and COLOMBO  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK  
and from MANILA, HONGKONG and JAPAN to  
VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE AND YOKOHAMA:	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. JEANARA ..... 16th Dec.	S.S. BRASILIA ..... 17th Dec.
S.S. PRESIA ..... 20th Dec.	FOR HAVRE, BREMEN, BEE EN & HAMBURG:
S.S. PRUSSSEN ..... 30th Dec.	S.S. ISTRIA ..... 24th Dec.
S.S. O. J. D. ABLERS ..... 9th Jan.	FOR HAVRE, BREMEN & HAMBURG:
S.S. BELGRAVIA ..... 13th Jan.	S.S. ALTMARK ..... 26th Dec.
S.S. SPEZIA ..... 23rd Jan.	FOR MARSEILLES, ROTTERDAM & HAMBURG:
S.S. SCANDIA ..... 9th Feb.	S.S. FUERST BUELOW 29th Dec.
S.S. MOERDE ..... 24th Feb.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. BAYERN ..... 2nd Mar.	S.S. C. FRED. L. BIERZ 2nd Jan.
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. GOLDENFELS ..... 11th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office. [9]

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING.
"HAICHUNG" ...	Capt. W. C. Passmore	TUESDAY, 9th Dec., at 11 A.M.
"HAIYANG" ...	Capt. A. E. Hodgins	FRIDAY, 12th Dec., at 11 A.M.
"HAIYAN" ...	Capt. J. S. Roach	TUESDAY, 16th Dec., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans ... WEDNESDAY, 10th Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 6th December, 1913. [6]

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS ...	13th Dec.	On 11th Dec., 10 A.M.
EASTERN ...	23rd Jan.	On 2nd Jan., 10 A.M.
ALDENHAM ...	24th Jan.	On 15th Feb., 10 A.M.
EMPIRE ...		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful  
supply of Ice. Fresh Provisions, etc., and are lighted throughout with Electricity.  
A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

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# TOYO KISEN KAISHA.



## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots...	MON., 22nd Dec.
* NIPPON MARU	11,000—18 knots ...	WED. DAY, 14th Jan.
TENYO MARU	22,000—21 knots...	SATUR., 17th Jan.
* HONGKONG MARU	11,000—18 knots ...	TUESDAY, 10th Feb.
SHINYO MARU	22,000—21 knots...	

\* via MANILA. Omitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " " £96.10.
" " " SAN FRANCISCO	£45.	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from  
San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers  
of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS,  
MISSIONARIES, etc.ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines  
and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,  
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
ANYO MARU	18,500—15 knots ...	WEDNESDAY, 10th Dec., Noon.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,  
King's Building.

TELEPHONE 291.



## SAN FRANCISCO

## SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC  
DENVER AND RIO GRANDE.

MAIL SHIP SERVICE.

Steamer	Tonnage	Speed
S.S. TENYO MARU	22,000 ...	21 knots.
S.S. CHIYO MARU	22,000 ...	21 "
S.S. SHINYO MARU	22,000 ...	21 "
S.S. NIPPON MARU	11,000 ...	18 "
S.S. HONGKONG MARU	11,000 ...	18 "

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA,  
PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being  
Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment  
of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in  
every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathtubs, Steam  
Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture  
Shows, Swimming Tanks, Orchestral Concerts, Perfect Service—Unsurpassed Cuisine.

## WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the  
Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City  
and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers.  
Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots, New  
Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the  
Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections  
at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for  
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

57] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

## AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
VIA BIRGAPPA, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.  
S.S. "AFRICA," 8,340 tons, will leave as above on 15th Dec., at 4 P.M.  
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins.  
Stewards, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA

STRAITS (CALCUTTA), COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "E. P. FERDINAND," 12,000 tons, will leave as above about 1st December.

These Steamers of large tonnage are fitted with comfortable and class accommodation for Saloon  
Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London. BY SIMPLON EXPRESS:

Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Honfleur, Class I £28.15, II £26.15.

BY ST. GOTTHARD EXPRESS:

Via Venice, Milan, St. Gotthard, Lugano, Lake Como, Calais or Honfleur, Class I £28.15, II £26.15.

BY SEMLING EXPRESS:

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £28.15, II £26.15.

BY TAVERN EXPRESS:

Via Munich, Cologne, Hook or Flushing, Class I £27.95, II £25.15.

TO SHANGHAI.

S.S. "KOEBER," 9,900 tons, will leave as above on 2nd January, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "CHINA," 11,000 tons, will leave as above about 1st January.

Cargo taken at through rates to all ports in Atlantic, Levant, Black Sea &amp; Danube, also North &amp; South America.

SANDER, WIELER & Co., AGENTS,  
Hongkong, 2nd December, 1913.

Princes' Building. [52]

# THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

## TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,  
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines  
Boilers, Railway Rolling Stock, Bridges, and all Classes  
of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"  
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing  
conditions for painting ships with most efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES,  
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,  
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,  
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon  
at the Town Office.

## BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address—"TAIKOO DOCK."

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## JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAPAN	—	JAVA	First half of December.
TJIKINI	SHANGHAI	Second half of December.	JAVA	Second half of December.
TJILATJAP	JAPAN	Second half of December.	JAVA	Second half of December.
TJIBODAS	JAVA	Second half of December.	SHANGHAI	Second half of December.
TJILIWONG	SHANGHAI	Second half of December.	JAVA	Second half of December.
TJIPANAS	JAVA	Second half of December.	JAPAN	Second half of December.
TJIMANOE	JAVA	Second half of December.	SHANGHAI	First half of January.
TJIMAH	JAVA	First half of January.	JAVA	Second half of January.

The Steamers are all fitted throughout with Electric Light and have accommodation for  
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports  
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 5th December, 1913.

Telephone No. 375.

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# NORDDEUTSCHER LLOYD. BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	"YORCK" Capt. F. LOESER	17,000	Wed. day, 10th Dec., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA	"BUBLOW" Capt. C. NAHRATH	15,900	About Thursday, 11th Dec.
MANILA, ANGAUL, YAP, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE	"COBLENZ" Capt. L. KLUGKIST	6,750	Saturday, 27th Dec., at 9 A.M.
KOBE	"COBLENZ" Capt. L. KLUGKIST	6,750	About Tuesday, 9th Dec.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOHLER	5,000	Saturday, 3rd Jan.

All the Steamers of the European Line are fitted with Wireless Telegraphy  
New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELOCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 5th December 1913

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## PASSENGER SEASON 1914.

# NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

## MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON FEBRUARY 3RD.
* "PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.
Capt. F. VON BRINER.		
"GOEBEN"	17,300 "	ON FEBRUARY 18TH.
Capt. A. AHLGREN.		
* "DERFFLINGER"	17,250 "	ON MARCH 3RD.
Capt. F. PROESCH.		
"KLEIST"	17,000 "	ON MARCH 18TH.
Capt. L. MAASS.		
* "PRINZ EITEL FRIEDRICH"	17,000 "	ON MARCH 31ST.
Capt. C. MUNDT.		
"YORK"	17,000 "	ON APRIL 15TH.
Capt. F. LOESER.		
* "PRINZESS ALICE"	20,300 "	ON APRIL 28TH.
Capt. J. BORTZELDT.		

\* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE  
FROM HERE TO SINGAPORE.CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND  
SOUTHAMPTON TO LAND PASSENGERS.All the Steamers of the European Line are fitted with Wireless Telegraphy.  
(System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to

MELOCHERS & Co., GENERAL AGENTS,  
NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913.

[1189]



